

Vehicle Views

<http://www.gsa.gov/vehiclepolicy>

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U.S. Marine Corps Increases Safety and Vehicle Utilization on Bases with Networkfleet

Managing a distributed fleet of vehicles can present a lot of challenges for fleet managers. Utilizing vehicles more efficiently, quickly locating vehicles, monitoring vehicle mileage and gas consumption, and knowing when vehicles are overdue for maintenance are just a few.

The Southwest Region Fleet Transportation (SWRFT) organization of the U.S. Marine Corps (USMC) investigated several potential solutions for improving fleet management and selected Networkfleet, a wireless vehicle management system sold by

Networkcar of San Diego. Networkfleet provides both GPS tracking and vehicle diagnostic monitoring using simple-to-install hardware and a Web-based software.

Networkfleet has positively impacted SWRFT's fleet operations strategy, helping the organization increase driver safety on the bases and improve fleet utilization and maintenance. SWRFT accesses detailed vehicle information ranging from vehicle location to fuel efficiency trend data

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MARINE CORPS from page 1

via Networkfleet's Web-based interface.

SWRFT uses Networkfleet at the Miramar Air Station, Marine Corps Base Camp Pendleton, San Diego Recruit Depot and Twentynine Palms Air Ground Combat Center. Thousands of drivers use Networkfleet in vehicles on and off the bases in Southern California, including Marines, Navy and Civil Service employees and contractors. In addition, Networkfleet is offered by GSA Fleet to its Federal leasing customers. It is currently installed in over 15 percent of the entire USMC domestic non-tactical fleet.

Vehicle Utilization

SWRFT assigns vehicles based on monthly minimum mileage usage and also makes vehicles available from a vehicle pool via an automated check-out terminal for drivers that do not meet minimum mileage requirements. Using Networkfleet, SWRFT collects daily mileage data to evaluate the accuracy of reported mileage. With this data, SWRFT has been able to reduce the size of its assigned vehicle fleet. Drivers who underutilize their vehicles are reassigned to the check-out pool.

"The number of man-hours it would take to make this determination previously would have outweighed the purchase value of the vehicles we would have cut. With Networkfleet, we have this information at our fingertips," said Bill Martine, Camp Pendleton Fleet Manager and Regional Maintenance Coordinator.

With thousands of vehicles to manage, locating missing vehicles is another challenge for military fleet managers. In the past, some vehicles were never recovered and replacement vehicles needed to be purchased. In one example, a vehicle was found covered in dust in the same spot that it was left three years earlier (and two years after SWRFT

was forced to replace the vehicle with funds from a lean budget). In several cases, Networkfleet-equipped vehicles have been located and recovered, both on- and off-base, saving the government significant replacement costs.

Safer Driving

Networkfleet monitors real vehicle speed directly from the engine computer to ensure accurate data and reports that information every two minutes of driving. Fleet managers receive daily reports showing if any vehicles exceed the speed threshold set by the facility. Since SWRFT has deployed the Networkfleet solution, there has been a cultural shift on bases toward safer driving.

"If a vehicle is tracked and is somewhere it shouldn't be or is going too fast, the driver's supervisor will receive a printed report for disciplinary measures," said Vince Sablan, Motor Transport Fleet Manager for Marine Corps Recruit Depot San Diego. In the first three months of installation, over-speed incidents dropped by more than 30 percent.

With Networkfleet, Marine fleet managers are able to monitor the current and historical location of vehicles as well as where the vehicles stopped and for how long. Vehicles are clearly marked that they contain a vehicle location and performance monitoring system in order to help deter misuse.

Better Maintenance

Networkfleet notifies fleet managers via email when vehicles are due for maintenance based on mileage or on the detection of a trouble code present on the vehicle. This enables fleet managers to bring their vehicles in from the field on a timely basis for maintenance and repairs.

"The system helps us improve maintenance since we now have up-

to-the minute information on the operating condition of each vehicle," Martine said.

By identifying any issues early, Networkfleet allows fleet managers to proactively fix vehicle problems before they escalate into larger issues. GSA Fleet, the Federal organization that SWRFT leases from, requires that accurate odometer readings be collected and reported back on a monthly basis, which for their distributed fleet, has been a manual, labor-intensive process. Networkfleet automates this process and eliminates reporting inaccuracies. In addition, SWRFT saves on the labor costs involved with tracking down vehicles when a reading is not reported or if the reported information is incorrect.

"All you have to do is go to the website and log in," said Jim Seaman, of Marine Corps Air Station Miramar. "From this site, you can check operating details of each vehicle."

For example, between January and March 2004, Networkfleet alerted fleet managers of 35 Diagnostic Trouble Codes (DTCs) for their installed base of 250 vehicles. Networkfleet translates the DTCs received from a vehicle's engine computer into user friendly descriptions that enable fleet managers to better understand potential vehicle problems. The codes reflect problems as simple as a gas cap being loose or as complex as "Ignition Coil E Primary/Secondary Circuit Malfunction," meaning that the engine's electrical system may be malfunctioning. This information can then be passed along to a technician allowing them to get a jumpstart on repairing the problem while it's still in an early stage.

Networkfleet has helped the Marines to achieve their goals of instilling a safety-first mindset, optimizing the way vehicles are distributed, and improving the maintenance of their fleet. The overall return on

investment has justified the Marines' deployment of more systems across the remainder of the domestic non-tactical fleet. According to Martine, the continued rollout was an easy decision based on the change in behavior on the bases. Simply put, "Networkfleet truly helps us manage our fleet size more effectively and most importantly, reduce costs."

Government fleets interested in learning more about Networkfleet can visit www.networkcar.com, email govsales@networkcar.com or call 1-866-227-7323.

Networkcar is the leading provider of services for remotely monitoring the performance and location of fleet vehicles. Networkcar's wireless in-vehicle technology merges patented remote diagnostic systems with GPS-based Automatic Vehicle Location technology. Networkcar's wireless fleet management solution, Networkfleet, helps fleet operators reduce operating costs and improve productivity by providing remote online access to detailed vehicle information ranging from vehicle location to fuel efficiency trend data. The company recently received a 2004 Technology Leadership Award from Frost and Sullivan for Remote Vehicle Diagnostics and a 2005 Telematics Update Magazine Award for Best Commercial Vehicle Solution. Networkcar is headquartered in San Diego, California. ■

FPI and Ready-Built Keep U.S. Postal Service on the Move in America's Neighborhoods

Many months ago, Ready-Built Inc., a major provider of rebuilt engines and transmissions, confronted the challenge of how to handle business growth while maintaining customer service and keeping costs in line. Specifically, this Montgomery, Ala., company was looking for an innovative way to expand its work with the U.S. Postal Service (USPS), but not go through the expense and difficulties associated with new production and warehouse facilities.

Ready-Built found an outstanding solution through a unique source—Federal Prison Industries (FPI) and its nationwide network of leading-edge production and distribution facilities. FPI's Fleet Management & Vehicular Components Business Group is the U.S. government's number-one remanufacturer of vehicle and vehicular components.

FPI Chosen for Long-Term Partnership

Early this year, Ready-Built entered into a long-term partnership with FPI to remanufacture (industry terminology for "rebuild") and distribute transmissions and engines for U.S. Postal Service Long-Life Vehicles. These vehicles, or LLVs, are the small white vans that have plied America's neighborhoods for decades, picking up and delivering mail.

In February, Ready-Built installed its LLV transmission remanufacturing line in FPI's Beaumont, Texas, factory, an ISO 9000:2001 production facility. When running at full capacity, this production line, and the highly

trained, dedicated inmate workers at Beaumont, can turn out thousands of rebuilt, like-new, transmissions a month. Beginning in late spring, Ready-Built will begin to transition its engine remanufacturing line to Beaumont.

While labor-intensive, remanufacturing transmissions and engines is far more cost-effective and environmentally sound than buying new vehicle components. All parts are either retooled to original manufacturer specifications or replaced, and components are completely reassembled and tested to function as if they just rolled off the production line.

Another FPI facility in Victorville, Calif., is already distributing rebuilt LLV components to USPS parts depots in the western U.S. As the year progresses, FPI facilities in other areas of the country will become distribution warehouses for these remanufactured components.

A "Win-Win" Solution

"This is a win-win solution all around," comments Robert Jones, President of Ready-Built. Jones says that through his company's partnership with FPI, Ready-Built can greatly expand its business with the USPS and other customers while avoiding the cost and time commitment of establishing a new plant and warehouses. Very importantly, all Ready-Built employees who worked on LLV engine and transmission lines have been reassigned to new product lines.

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FPI from page 3

Through FPI's nationwide production and distribution network, the USPS receives the same high-quality rebuilt engine components at the same cost, but in 48 hours rather than the previous 72. "From an output, logistics and distribution point of view, this partnership is making us a more efficient company," Jones adds.

The benefits for FPI and inmate workers are equally important. FPI can offer advanced skill-building and productive employment to more inmate workers, who are being trained by Ready-Built in its production, inspection and quality assurance methods. With training received through FPI and Ready-Built, inmate workers are being ASE (Automotive Service Excellence) certified, making them highly employable after completion of their sentences.

Shared Focus on Quality, Cost, Service, Innovation

Due to a shared focus on quality, cost, service and innovation, Ready-Built and FPI have highly compatible business philosophies. With its highly trained technicians, FPI is noted for the quality and reliability of its work, cost-effectiveness and surge capacity to meet demanding production and delivery schedules for its government and private-sector customers.

Ready-Built is one of only three certified suppliers of remanufactured transmissions and engines for U.S. Postal Service LLVs. The company has forged a reputation for innovation, developing methods to rebuild engines that reduce fuel costs and emissions, and transmissions with much longer life spans.

Jones says that his vehicle parts contacts in the USPS have been "gratified" to hear that Ready-Built's partnership with FPI is providing more inmates with valuable work



Ready-Built Re-Manufacturing Transmission Line at Beaumont, TX

experience, which will give them the opportunity for productive futures on leaving the federal prison system.

Through this innovative partnership agreement, Ready-Built and FPI's Fleet Business Group are keeping LLVs, the workhorses of the USPS, on the move through America's neighborhoods.

Fleet Management & Vehicular Components Business Group

"Your Partner in Mission Readiness"

FPI's Fleet Management & Vehicular Components Business Group also has been providing the highest quality service to the Department of Defense, earning the trust of the American defense establishment. Today, American military tactical vehicles and remanufactured

vehicular components are performing missions around the world. FPI remanufactured generator sets are on air bases, and rebuilt forklifts are loading weapons and equipment onto our nation's naval fleets. FPI also rebuilds most common starters, alternators, and regulators used on military trucks, tanks and other military vehicles.

Highly trained technical specialists at FPI's nationwide facilities can take vehicles and vehicular components, engines, electrical equipment, forklifts, complete vehicle platforms or any other equipment that can be rebuilt or remanufactured, and return them in like-new condition at a fraction of the replacement cost.

FPI operates facilities throughout the country, comprising just under a million square feet of factory and warehouse space. The size of our operations, combined with over 3,000 skilled workers means that no job is too big or too small.

FPI's Fleet Management & Vehicular Components Business Group has developed the logistics to receive and distribute equipment at sites around the world, enabling military groups and the Department of Defense to drop off damaged vehicle components and pick up like-new items. Unserviceable equipment is sent to FPI facilities for remanufacture and returned to a distribution pool at each site, creating a steady stream of components ready for immediate operation. FPI's web-based tracking system enables military groups to monitor equipment status, including warranty dates and claim information.

Most FPI facilities are ISO 9000:2001 certified, employing a workforce with a large number of ASE certified technicians and highly trained mechanics. All work is fully guaranteed and warranted and all parts meet OEM standards. ■

**Mark Your Calendar
and
PLAN to ATTEND
the**

2007 Federal Vehicle Standards Workshop

For the second year GSA Automotive is hosting its' annual Federal Vehicle Standards Workshop in conjunction with the FEDFLEET Conference to be held at the Los Angeles Convention Center in Los Angeles, California, June 20-22, 2006.

The Automotive Engineering and Commodity Management staff will conduct the "Changes to the Federal Vehicle Standards" workshop, covering: Sedans, SUVs and Pick-ups, Medium Trucks, Heavy Trucks, and Buses that will be offered for the 2007 fiscal year contract renewal ordering season.

GSA Automotive will be offering additional automotive related workshops addressing; Vehicle Acquisition, Doing Business with the Federal Government, and Leasing Schedules. For further information on these workshops and other conference topics, please visit the FEDFLEET website at www.fedfleet.org. ■

The **Federal Fleet Policy Council (FEDFLEET)** is composed of representatives and alternates from Federal agencies or activities, at the national level, that manage and operate Federal motor vehicle fleets. Activities of the Council are directed by an elected steering committee. For more information on FEDFLEET and to view a copy of our charter, please visit www.gsa.gov/vehiclepolicy.

FEDFLEET Steering Committee Members:

Law Enforcement FleetsSteve Sosson, DHS

Department of DefenseJim Twining, DLA

Small FleetsJohn Hughes, Chairperson, GSA

Large FleetsJohn Jacobs, DOJ

Civilian Fleets.....Barry Shpil, State & Dionne Chisolm, USDA

Elections were held in February 2006 to fill the Civilian Fleet representative and it was a tie! **Congratulations to Barry and Dionne!** ■

Federal Fleet Policy Council (FEDFLEET) Subcommittees:

1. Federal Vehicle Registration Program

- James Vogelsinger
202-501-1764
james.vogelsinger@gsa.gov

Members:

- Lisset Ramirez – GSA Fleet
- Steve Sosson - DHS
- Dionne Chisolm - USDA

2. Unicor Newsletter/Website

- Jacquie Perry
202-501-3347
jacquie.perry@gsa.gov

Members:

- Chuck Welke - DHS
- Karl Wolfe - DOT
- Valencia Simms - DEA

3. Fleet Management Training Plan

- Edward Lawler
202-501-3354
edward.lawler@gsa.gov

Members:

- Betty (BJ) Morris - Energy
- Helene Mattiello - Energy

At the last quarterly FEDFLEET Meeting in February 2006, it was proposed that FEDFLEET establish a subcommittee for discussing Agency Shuttle Operations in the Washington, DC metro area. If you are interested in participating, please contact Connie Aaron on 202-208-7634 or e-mail connie.aaron@gsa.gov. ■

The Sixth National Federal Fleet Manager Workshop and Information Fair Including Aviation Workshops



Official Master of Ceremonies



David DeBoy
Emmy award winning Writer,
Actor and Speaker

Los Angeles Convention Center (Conference Site)
Westin Bonaventure Hotel (Host Hotel)
June 20 - 22, 2006 Los Angeles, CA

**For more information
and to register online,
go to www.fedfleet.org**

Help Line 1-800-315-4333 or 785-841-8194
Email: help@fedfleet.org

Keynote Speakers



Robert A. Lutz
GM Vice Chairman,
Global Product Development



Matt Weinstein
High energy, networking
coach promoting fun
and productivity.



Karyn Buxman
Editor, Author, consultant
and former journalist for
national humor magazine.



Frank Miles
Professional comedian, juggler
and magician promotes
laughter in the face of fear.

Professional Development Speakers



Laura Stack
Time Management



Shep Hyken
Customer Service



Tim Gard
Dealing with Stress



Tony Ruesing
Interpersonal
Communication

Come experience educational sessions, hear from industry experts, meet with vendors for one-on-one information and countless networking opportunities. For the first time with FedFleet, aviation sessions are included. This annual event will be an awesome opportunity to stay apprised of the latest industry trends, achievements and vision for the future.

- **35 Breakout sessions dedicated to the management of motor vehicle fleets**
- **32 Breakout sessions pertaining to management of aircraft**
- **5 Plenary sessions highlighting exciting speakers**
- **4 Professional development breakout sessions**
- **Professional Networking Opportunities**
- **Exhibit hall with over 300 fleet-related vendors**
- **Free Federal agency meeting space**
Contact help@fedfleet.org for details - Space is limited
- **Accommodations provided at the beautiful Westin Bonaventure Hotel at the government per diem rate**

**For more information and to register online,
go to www.fedfleet.org**

Help Line 1-800-315-4333 or 785-841-8194
Email: help@fedfleet.org

vehicle Policy update

This section is to advise you of the status of the projects the GSA , Vehicle Management Policy Team is working on for the Federal fleet community. For further information, please contact the identified points of contact.

Contact: Ed Lawler at 202-501-3354 or edward.lawler@gsa.gov

2005 FEDERAL FLEET REPORT NOW AVAILABLE

The Federal Fleet Report for fiscal year 2005 is now available on the internet on the log-in page of the FAST website, <http://fastweb.inel.gov/>. It was posted on January 30, just four months after the end of the fiscal year, and less than 6 weeks after the close of the data call.

Overall fleet size grew by 2 percent to 632,688 vehicles in 2005. Miles traveled and fuel consumption was also up, by commensurate amounts. Overall cost increased dramatically, primarily due to the soaring cost of fuel. Acquisitions were stable at about 64,000 new vehicles.

Problems with data integrity continue, with some agencies reporting questionable data. The Data Quality and Consistency Report in FAST is invaluable in highlighting data issues, and should be consulted before submitting data from one reporting level to another. At the Fleet Data tab, click on the icon containing the letter "Q" for "Quality."

There are no significant changes to the Fleet portion of FAST planned for the 2006 data call. We hope that all agencies will take advantage of the breather to concentrate on collecting and entering the best quality data possible.

Contact: Myles Schulberg at 202-208-7642 or myles.schulberg@gsa.gov

EXCHANGE/SALE OF MOTOR VEHICLES

Exchange/Sale is an authority provided by Section 503 of Title 40, United States Code, under which executive agencies, when acquiring replacement property, may

exchange or sell similar items, applying the exchange allowance or proceeds of sale in whole or in part toward the property acquired. When replacing agency-owned motor vehicles under the Exchange/Sale provisions of the Federal Management Regulation, motor vehicle sale proceeds are retainable for use toward the purchase of replacement motor vehicles. 41CFR102-39 provides the regulatory guidance. **As a source of funding for replacement motor vehicles additional to other fleet program funding, the availability of sale proceeds should not be overlooked.** Each Federal agency's fleet and finance programs need to work together to establish a specific account to collect and disburse sale proceeds.

Contact: Jim Vogelsinger at 202-501-1764 / james.vogelsinger@gsa.gov

FEDERAL VEHICLE REGISTRATION PROGRAM

A Federal Fleet Policy Council (FEDFLEET) subcommittee was established last November to examine the feasibility and related issues of instituting a Federal Vehicle Registration Program. This subcommittee, which includes Steve Sosson from the Department of Homeland Security, Lisset Ramirez from GSA Fleet Headquarters, and Dionne Chisolm from the U.S. Department of Agriculture, has met twice to date. They have been refining a business case for the program, modeling the current state of the license plate lifecycle, and documenting options/requirements to define the goals and functional requirements for this program. Progress continues and the project developments will be previewed to the national FEDFLEET gathering during the FedFleet 2006 workshop in Los Angeles in June. ■

the Safety zone



Danger Signals: How Sleepy Are You?

Provided by the AAA Foundation for Traffic Safety

You can't control your own sleep — ask anyone who's ever had insomnia. If you're tired you can fall asleep at any time. If you're about to fall asleep, you will experience some or all of the following:

- You have trouble keeping your eyes open and focused
- You nod and can't keep your head up
- You daydream or have wandering, disconnected thoughts
- You yawn a lot or need to rub your eyes
- You find yourself drifting out of your lane or tailgating
- You miss road signs or drive past your turn
- You feel irritable, restless, and impatient
- On the Interstate, you drift off the road and hit the rumble strips

If you have even one of these symptoms you could be sleepier than you think. Pull off the road and get some sleep. It's dangerous to drive with your eyes closed.

AAA Foundation research identified some of the risk factors implicated in drowsy driving crashes. Ask yourself these questions:

- Have you been awake for 20 hours or more?
- Have you had six hours sleep or less in the last 24 hours?
- Do you often drive between midnight and 6 a.m.?
- Do you frequently feel drowsy while you're driving?
- Do you work the night shift?
- Do you work more than one job?

If you have any of these indicators you are at a much higher risk of having a drowsy-driving crash, even if you don't feel sleepy. Half the drivers who had drowsy-driving crashes said they felt "only slightly sleepy" or "not at all sleepy" right before the crash.



Impaired Driving High-Visibility Enforcement

Provided by the National Highway Traffic Safety Administration

NHTSA is planning to develop and test a new theme line to support the impaired driving crackdown in FY'06. The actual launch of the new campaign was to be in FY'07, but the timeline has been accelerated. The new campaign theme will replace *You Drink & Drive. You Lose.* which NHTSA and state and local partners across the nation have been using in support of enforcement activities since 1999. There are two reasons why we are making this change.

1. Congress has authorized almost \$29 million for paid national advertising during 2006 in support of state and local law enforcement activities. We plan to spend approximately \$10 million for paid advertising to support Click It or Ticket and another \$11 million during the annual Labor Day national enforcement crackdown. That leaves approximately \$8 million available to buy national paid advertising in support of drunk driving enforcement activities during the December '06 holiday season. Accelerating the development and deployment of the new theme line helps us take full advantage of these new resources and jump-starts the process of building a strong new national enforcement brand to help stop impaired driving;
2. NHTSA is also accelerating the roll-out of the new theme line in response to recent concerns raised by the Automobile Club of Southern California over the continued use of "You Drink & Drive. You Lose." Although NHTSA has utilized *You Drink & Drive. You Lose.* since 1999, the Automobile Club of Southern California first trademarked the phrase in 1997 and has recently notified NHTSA of the trademark. Working out an agreement to continue the use of *You Drink & Drive. You Lose* proved difficult. NHTSA will have a licensing agreement with the Auto Club of Southern California that will allow states to continue to use their existing stock of *You Drink & Drive. You Lose* materials. If states produce new materials, attribution must be given to the Automobile Club of Southern California.

The new enforcement campaign theme line was unveiled in April 2006. We will be happy to share information with you throughout the process. NHTSA will continue to provide state technical assistance and will retag the national television campaign for states upon request.

This roll-out plan will put the new impaired driving prevention theme line fully in place before the planned 2006 national impaired driving enforcement crackdowns during the August/Labor Day period – and December/Holiday season.

If you have any questions or concerns, please contact Sue Gorcowski at (202) 366-2712 or susan.gorcowski@nhtsa.dot.gov. ■

MOTORCYCLE



SAFETY

**Motorcycle Safety
Awareness Month**

May 2006



**CLICK IT
OR
TICKET**

Click It or Ticket Mobilization

May 22 - June 4, 2006

National Stop on Red Week

Provided by the Federal Highway Administration

National Stop on Red Week is a week dedicated to educating Americans about the dangers of running red lights. Starting in 2006 National Stop on Red Week will be moved to the first full week in August (in 2006 the dates are August 6-12).

The success of this week depends on local efforts around the country. Following is a list of 10 activities you can coordinate to help promote National Stop on Red Week in your community:

Ten Activities for National Stop on Red Week

Press conference. Hold a press conference to announce national and statewide statistics gathered from local law enforcement agencies and the National Stop Red Light Running (SRLR) program.

Proclamations. Encourage the governor and state legislators to declare SRLR week and work with them to enact stiffer penalties.*

Pledges. Motivate drivers to sign a pledge to stop running red lights. Deliver the pledges to the statehouse lawn during a press event.*

Radio and TV promotions. Encourage radio and TV stations to promote National Stop on Red week. Radio stations can do live broadcasts from high-crash intersections in town. Stations can give away promotional items in support of the week. TV stations can air public service announcements (PSAs).*

Schools. Work with the local school system to ask all children to wear red during the week.

Police ride-alongs. Encourage journalists to ride along with police officers as they make traffic stops. SRLR posters. Hang posters at schools, local businesses and other high-visibility areas.*

Movie theater slides. Work with a local movie theater to include a SRLR slide in the pre-film slide presentation.*

2006
NATIONAL
STOP ON RED
WEEK
AUG. 6th - 12th

www.stopredlightrunning.com



Paycheck reminders. Encourage local employers to develop paycheck reminders announcing the week and providing safe driving tips.*

Billboards. Seek donated advertising space on billboards, buses, cabs and at gas stations.*

* Design layouts, PSAs and materials are available through the Stop Red Light Running Program. Contact Louisa Ward at 202-366-2218 or Louisa.Ward@fhwa.dot.gov. For assistance with media relations, please contact Christopher Galm at the National Campaign to Stop Red Light Running at: 202-828-9100, cgalm@blakey-agnew.com, <http://www.stopredlightrunning.com> ■



DoD to Restrict Cell Phone Use on Military Bases

*By Sgt. Sara Wood, USA
American Forces Press Service*

Defense Department installations have begun implementing new cell phone restrictions for drivers on military bases.

The new regulation, published in the Federal Register in April 2005, states that anyone driving a motor vehicle on a DoD installation cannot use a cell phone unless the vehicle is safely parked or the driver is using a hands-free device.

Many installations already have implemented the new restrictions, and the rest will implement the rules on their own schedule, said John Seibert, assistant for safety, health and fire protection for DoD. There is no deadline for installations to implement the restrictions, Seibert said, but he expects most will do so this year.

"We have not issued an implementation schedule," he said. "But it's definitely getting everyone's attention."

The law enforcement policy offices for each military department are putting together policies and procedures for the implementation and enforcement of the restrictions, Seibert said. He explained that this regulation is a minimum requirement, and installation commanders still have the authority to put stricter rules in place. Each installation will determine the punishment for violation of the rules, he said.

As the installations implement the restrictions, they have a responsibility to notify the public by putting up signs or putting notices in base newspapers, Seibert

said. Many installations are allowing a grace period in which motorists in violation of the rule will be warned and not ticketed.

This regulation was developed based on information from the National Highway Traffic Safety Administration, which studied driving distractions as the cause of motor vehicle accidents, Seibert said. The study found that cell phone use is the fastest growing and most visible distraction that leads to accidents, he said.

The DoD regulation follows suit with many regulations that states and cities have already imposed. Currently only Connecticut, New York, New Jersey and the District of Columbia ban hand-held cell phones for drivers, but many cities have imposed their own rules, according to the Governors Highway Safety Association.

"We are in front of the majority, but we certainly are not the first ones to do this," Seibert said.

This cell phone regulation will increase traffic safety on installations, Seibert said, but more importantly, it will encourage safe driving habits.

"Our intent is that this will drive an increased attention to the importance of safe driving and that we'll see a change in driving behavior, both on military installations and off," he said. ■



INDUSTRY NEWS

State Laws Governing Cell Phone Use While Driving

ALABAMA	No Ban	MISSOURI	No Ban
ALASKA	No Ban	MONTANA	No Ban
ARKANSAS	Partial Ban		
	School bus drivers banned.	NEBRASKA	No Ban
ARIZONA	Partial Ban		
	Bus drivers banned.	NEVADA	No Ban
CALIFORNIA	No Ban	NEW HAMPSHIRE	Partial Ban
			Drivers face prosecution if using a cell phone when involved in a driving accident.
			Banned
COLORADO	No Ban	NEW JERSEY	
	Teens with restricted licenses banned, only when stopped for another violation.		
CONNECTICUT	Banned	NEW MEXICO	Partial Ban
	Teens also banned from using hands-free cell phones while in motion.		Local ban in city of Santa Fe.
DELAWARE	No Ban	NEW YORK	Banned
	"Inattentive driving" ban includes cell phone use.		
DISTRICT OF COLUMBIA	Banned	NORTH CAROLINA	Being debated
FLORIDA	Partial Ban	NORTH DAKOTA	Being debated
GEORGIA	Partial Ban	OHIO	Partial Ban
	School bus drivers banned.		Local ban in Brooklyn.
HAWAII	Being debated	OKLAHOMA	No Ban
IDAHO	No Ban	OREGON	No Ban
ILLINOIS	Partial Ban	PENNSYLVANIA	Partial Ban
	School bus drivers banned. City of Chicago bans use while driving.		Local cities have own laws.
INDIANA	No Ban	RHODE ISLAND	No Ban
			School bus drivers banned.
IOWA	Being debated	SOUTH CAROLINA	No Ban
KANSAS	No Ban	SOUTH DAKOTA	No Ban
KENTUCKY	No Ban	TENNESSEE	Partial Ban
			School bus drivers banned.
LOUISIANA	Being debated	TEXAS	No Ban
MAINE	Partial Ban	UTAH	No Ban
	Minors, those on learner driving licenses banned.		
MARYLAND	No Ban	VERMONT	No Ban
MASSACHUSETTS	Partial Ban	VIRGINIA	Partial Ban
	Bus drivers banned. Drivers must have one hand on the steering wheel while holding a phone.		Minors banned from using cell phones while driving.
MICHIGAN	No	WASHINGTON	No Ban
MINNESOTA	Partial Ban		
	Teenagers, provisional drivers banned	WEST VIRGINIA	No Ban
MISSISSIPPI	No Ban	WISCONSIN	No Ban
		WYOMING	No Ban

LONDON – Three U.S. states and the District of Columbia now ban cell phone use while driving, while 14 states restrict its use, according to the Web site, www.cellular-news.com. The state bans do not cover hands-free cell phones. In five states, legislators are debating cell phone restrictions or bans while driving. At the national level, bills are now under debate that would override local legislation concerning driving and cell phone use. Recent government studies and research by the Insurance Institute for Highway Safety indicate that drivers who use cell phones while driving are four times as likely to be involved in a crash.

Save These Dates



Participate in Drive Safely Work Week (DSWW) October 2-6, 2006

Campaign e-Toolkit available online June 1st
at www.trafficsafety.org.
Promote safe driving practices to all employees.

**DSWW Employer Workshop & Symposium
September 27-28, 2006
Baltimore Convention Center
Baltimore, MD**

Biodiesel Finds Greater OEM Acceptance and High Approval Rating with Fleets

By Jenna Higgins

Bruce Chesson of the Kennedy Space Center says he has no complaints when it comes to biodiesel. The NASA location in Florida has fueled its diesel-powered vehicles with B20, a blend of 20 percent biodiesel and 80 percent diesel, since 2003.

"We try to go as green as we can," Chesson says of the transportation center's vehicle program. "Last year, we displaced 73,000 gallons of petroleum, and biodiesel helped us do that with our diesel fleet. It's the easiest swap you can make. You don't have to change out any components."

Chesson says the department would like to buy some new buses and other diesel equipment. He would like to see more Original Equipment Manufacturers (OEMs) get firmly behind biodiesel.

"When we buy new diesels, we'd go with an OEM who specifically says B20 is covered by the warranty. That's definitely important to us," he said.

Chesson is not alone. A recent survey performed for the National Biodiesel Board (NBB) by ASG Renaissance, a national marketing and communications services firm, found that biodiesel support by an OEM/Engine Manufacturer continues to be a factor in the next vehicle/engine purchase. Sixty percent of respondents indicated that OEM support would "definitely" or "most likely" influence their decision.

In February, DaimlerChrysler became the first U.S. automaker to

specifically approve of B20 in a warranty position statement. The company approves the use of B20, a blend of 20 percent biodiesel and 80 percent regular diesel fuel, in its Dodge Ram pickup trucks for government, military and commercial fleet customers. Use of B20 in fleets is approved effective with the 2007 Model Year for Rams equipped with Cummins diesel engines.

Chrysler Group President and CEO Tom LaSorda touted the benefits of biodiesel at a recent Economic Club of Detroit meeting. "Biofuels represent a huge opportunity to reduce fuel consumption and our dependence on foreign oil, while also offering a significant environmental benefit," said LaSorda. "Biodiesel is proof that at least part of the solution to these national challenges can be homegrown."

Chrysler Group also initiated a factory fill of B5 (5 percent biodiesel) in the Jeep® Liberty diesel model. The company fuels every new vehicle with B5 at the assembly plant in Toledo, Ohio.

"Chrysler Group continues to blaze new trails in the industry by supporting the use of biodiesel in their diesel vehicle programs," said Joe Jobe, CEO of NBB. "These are important steps in making clean, renewable biodiesel an appealing option for all diesel owners, and we anticipate that other OEMs will follow DaimlerChrysler's lead."

DaimlerChrysler is working with NBB and others to develop a consistent, universally applied American Society



for Testing and Materials (ASTM) quality standard specifically for B20. The company says having that standard for finished B20 would allow it to recommend B20 to all owners of Dodge Ram diesels. In the meantime, DaimlerChrysler requires the biodiesel be produced to ASTM D 6751 B100 specifications, to be used in a blend. The blended B20 must also meet U.S. Military specifications. That includes using the B20 within six months.

NBB's close work with DaimlerChrysler and other original equipment manufacturers (OEMs) was instrumental to Chrysler Group's decision to support B20. NBB and the diesel engine, fuel injection, and vehicle companies have engaged in extensive biodiesel research and testing programs to develop an informed, fact-based position on the use of up to a 20 percent biodiesel blend in the U.S. The results of this testing have been based on actual fleet experience with B20 in controlled validation tests.

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In addition, NBB, DaimlerChrysler and all the other major vehicle, engine and fuel injection companies are actively engaged in a research program testing B20 and lower blends in advanced diesel engine platforms. The Environmental Protection Agency has mandated this clean engine technology beginning with 2007 vehicles.

"NBB's goal is for B20 to be approved in all major diesel engines and vehicles with the new 2007 and later model year engines," said NBB Technical Director Steve Howell. "We are making significant progress toward that goal."

Howell noted that the use of B20 may not void the warranty of U.S. engine manufacturers. However, the DaimlerChrysler announcement marks the first time an OEM has specifically approved B20 use in a warranty statement.

The company's B20 support should put to a market test the extent to which fleets will follow through on their intentions to purchase vehicles only from manufacturers that support their choice to use B20.

"You would think biodiesel fleets like ours would be a prime market for the OEMs to go after," NASA's Chesson said.

The fleet survey found that 95% of the fleet managers who said they are using biodiesel view the fuel favorably. Of the fleets using biodiesel, 9 out of 10 would recommend biodiesel to other fleets.

Chesson is in the majority.

"I recommend biodiesel for the ease of changing over. It's an easy way to go green," he said.

More information on biodiesel can be found at the National Biodiesel Board's Web site, Biodiesel.org. ■

E85 Outreach

Today the U.S. imports more than half of its oil, and overall consumption continues to increase. How can we be more independent? E85 and flexible-fuel vehicles (FFVs) is the answer.

The number of E85 stations and FFVs continues to grow. There are currently about six million E85 compatible vehicles on American roads and 650 E85 fueling locations. At this time last year there were approximately 4.5 million FFVs and 300 E85 fueling facilities. The increasing numbers along with auto manufactures' public awareness campaigns have been a contributing factor to a saturation of consumer education.

Advertising campaigns such as General Motors' Live Green Go Yellow (www.livegreengoyellow.com) continues to educate individuals on FFVs and the fuel that can power them. GM began this campaign earlier this year with television commercials during Super Bowl XL and the XX Winter Olympics, print advertisements in major newspapers such as the USA Today and Wall Street Journal, and website banners.

Several major Chicago buildings were illuminated in yellow lights during the announcement of this campaign at Chicago Auto Show in

early February symbolizing the corn used in creating the ethanol in the E85 fuel. Other outreach for this campaign includes a major presence in the 2006 NASCAR Craftsman Truck Series and promotions with 2005 NASCAR Nextel Cup champion, Tony Stewart.

"E85 ethanol burns cleaner than gasoline and is a renewable, domestic fuel that can enhance the nation's economy and energy security," said Elizabeth Lowery, GM Vice President of Environment and Energy.

GM now has nine 2006 models that are compatible with E85: Chevy Impala and Monte Carlo; Chevrolet Silverado, Avalanche and GMC Sierra; Chevrolet Tahoe; and GMC Yukon, Yukon XL and Chevrolet Suburban. The automaker plans to add 400,000 of these vehicles to the fleet in 2006.

Ford Motor Company is also planning a large advertising campaign for the Midwest market in months to come.

For more information regarding E85 and FFVs, visit www.E85Fuel.com.

The National Ethanol Vehicle Coalition is the nation's primary advocate of E85 as an alternative transportation fuel. ■



Tire Retread Information Bureau's Top 10 List for Not Using Retreads

By Harvey Brodsky
Managing Director, Tire Retread Information Bureau (TRIB)

In the fashion of David Letterman and his top 10 lists, I have come up with the Tire Retread Information Bureau's (TRIB) Top 10 Reasons Government Fleets Don't Buy Retreaded Tires:

10. The trucking and busing industries in North America may have purchased more retreads than new replacement tires last year, but why should I have to play follow-the-leader just to be a cost-effective government fleet operation?
9. Sure I know the really successful fleets with good tire programs run as many as two and three retreads for every new tire, but I'm just a public sector fleet I don't need to save as much money as they do.
8. When I buy a really good apple, I throw it away after only enjoying about one-third of it. Why shouldn't I be satisfied getting only a one-third return on my tire investment?
7. The new tire manufacturing companies need money more than taxpayers
6. My telephone psychic says I should only buy new tires.
5. Don't confuse me with the facts.
4. My brother-in-law told me about his bad experiences with "recaps" back in 1956.
3. Not all citizens want to see their tax dollars spent as efficiently as possible or have government fleets be more environmentally responsible.
2. I like spending more money than my fleet needs to for tires.
1. And the number one reason why government fleets don't buy retreaded tires: I operate vehicles for a hobby. Saving taxpayer dollars means nothing to me.

Sound ridiculous? It is! There is simply no good reason not to use retreaded tires. Thousands of transportation fleets already know this and they are reaping the benefits that come from using retreads

The fact is the General Services Administration, the U.S. Environmental Protection Agency and the White House (through Executive Order 13149) all strongly endorse retreads as the tire of choice for government vehicles

Retreaded tires are performing flawlessly all over the world in all types of weather and on all kinds of terrain for all types of vehicles - from school and municipal buses to emergency vehicles to trucks to commercial and military aircraft.

Retreaded tires provide the same safety, reliability, performance and handling as tires that have never been retreaded, and they do it at a tremendous savings over the high cost of new tires - up to 50% less. Retreads deliver the best possible return on tire investments.

Quality retreaders are producing a final product that can often provide more miles than the original new tire, with an adjustment rate as low or even lower than comparable new tires. And retreaded tires keep getting better and better with continuous improvements in quality, durability and reliability.

Every major quality commercial truck and bus and off-the-road (OTR) tire manufacturer designs and engineers its tires with robust casings for several retreading lives. So to discard a worn tire without retreading is to lose much of the tire's value. It's basically throwing money away.

Retreading not only is an economic positive, it is environmentally responsible. For every retread produced, one less new tire needs to be manufactured.

Since the manufacture of new tires consumes large amounts of energy and materials that impact the environment, retreading helps conserve valuable finite natural resources.

In addition, with retreading, tires stay on the road longer so fewer worn tires need to be discarded instead of many, and this helps reduce scrap tire disposal problems.

Tire Retread Information Bureau is a non-profit, member-supported industry association dedicated to the recycling of tires through retreading and repairing, and to promoting proper tire maintenance for all tires.

For additional information, contact the Tire Retread Information Bureau (TRIB) toll free from anywhere in North America at (888) 473-8732 or by e-mail at info@retread.org. TRIB's web site - www.retread.org - contains a huge amount of valuable information and resources about retreading, as well as on tire maintenance and tire repairing. ■

AFV success stories

NETL Receives Pollution Prevention Award for Alternative Fuel Use

By Eileen Harvey

While Richard Price, Organizational Property Manager and part of the Green Fleet Team is proud that the National Energy Technology Laboratory (NETL) received the Department of Energy (DOE) 2005 Pollution Prevention (P2) Star Award for Petroleum Fuel Reduction through Alternative Fuels, he wants to get the word out that alternative fuels are the wave of the future, and that future is now.

The Office of Environment, Safety and Health (EH) is responsible for DOE P2 policy development, guidance, and reporting activities in areas of pollution prevention, green purchasing, recycling and waste management, and environmentally sustainable design. Awards underscore DOE's commitment to pollution prevention in its operations, by recognizing outstanding pollution prevention achievements. New to the program this year is P2 Star Award, which recognizes exemplary pollution prevention practices. Of the 50 nominations received, eight P2 Star Awards were presented.

The 1992 Energy Policy Act (EPA) set minimum requirements for petroleum and emissions reductions, calling for an annual increase in the use of non-petroleum alternative fuels for its government fleets. By 2005, EPA required that all federal and state fleets must achieve a 20 percent reduction in petroleum fuel use. Of their total fuel consumption for 2004, the Green Team Fleet at NETL, the National Renewable Energy Laboratory, and the Savannah



River Site (SRS), alternative fuel consumption was an average of 38 percent.

NETL has long addressed the EPA targets by purchasing vehicles that run on a combination of compressed natural gas (CNG) and gasoline, or more recently, ethanol (E85) and gasoline. To date, 69 percent of NETL's fleet are alternative fuel vehicles; in 2004, all of the newly acquired light duty vehicles were alternative fuel vehicles. This year alone, NETL has increased its alternative fuel use by 20 percent.

In conjunction with the P2 Star Award, two GoldBelt Eagle employees, Fred Arnold, Driver at the

Pittsburgh, Pennsylvania (PGH) site, and Dick Hall, Fleet Operator at the Morgantown, West Virginia (MGN) site, were commended recently in separate award ceremonies for their efforts to maintain and refuel NETL's Green Team Fleet with CNG and E85.

The fleet includes about 15 travel vehicles and the shuttles that run daily from MGN and PGH. The Chevy Cavaliers in the fleet run on CNG and gasoline, which uses a separate CNG tank first, and achieves a similar miles per gallon fuel efficiency. When the CNG tank is empty, it automatically switches to the secondary gasoline tank. Another car in the fleet, the Dodge Stratus,



runs on ethanol and gasoline. Ethanol vehicles use an E85 blend (85% ethanol and 15% gasoline). These flexible fuel vehicles are smart: if you can't find a gas station that sells E85, you can use regular unleaded gasoline in the same tank. Their engines can automatically detect the type of fuel and change the air-to-fuel ratio and ignition timing to compensate for the different octane levels of the fuel in the engine cylinders. In addition to the travel fleet, NETL maintenance crew, the Pace Training and Evaluation Center (PACETEC), and the heating, ventilation, and cooling (HVAC) employees use alternative fuel vehicles to perform their jobs onsite.

There are currently 3.5 million fuel flexible vehicles on the roads in the United States. The three major American automobile manufacturers—DaimlerChrysler, Ford, and General Motors, have been making alternative, bi-fuel, or fuel flexible vehicles for use by federal and state fleets since 1998. Ethanol and CNG stations are popping up all over the U.S., with 800 currently in operation, including stations on or near the NETL PGH and MGN sites. With all the talk these days about hybrids, these alternative fuel vehicles and their proponents deserve recognition for their part in reducing emissions.

For more information on the NETL Green Fleet Team, or NETL's fleet of alternative fuel vehicles, contact Richard Price at 412-386-6196. ■



VehicleViews

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The Office of Governmentwide Policy, Vehicle Management Policy Program's mission is to ensure the effective and efficient use of the Federal Government's 640,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

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